DAWSON LEGEND

KLYNX — NORTH

Airports having Control Towers are shown in Blue. For hours of operation, consult Chart Supplement for details involving airport lighting, navigation aids, and services. All heights are msl. For airport beacon related information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runway(s)
- Hard-surfaced runways 1,500 ft. to 8,069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway symbol indicates runway(s) with Visual Glide Slope Indicator (VGSI), SAM, or VGP/PAG location.

All recognizable hard-surfaced runways, including those closed, are shown. Runways under construction are not shown.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" – Non-public use having landmark value
- Military (Mil) – Other than hard-surface, all-weather paved runway or runway information unknown

Rotating Beacon · Obstruction · Airport Lighting Schedule (sunset to sunrise unless otherwise specified) · Segmented Circle

Fuel availability and other facility data at all AGA marks airport basic airport symbol. Consult Supplement for details and availability of airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE – Beacon may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C Veil) (See FAR 91.215(b))
- Ceiling of Class B Airspace in hundreds of feet above mean sea level indicates surface up to but not including that altitude
- Class D Airspace
- Class E Airspace Extending Upward from 700 ft. above surface that normally shuts Class E down
- 2400 MSL / 4500 MSL — Differentiates those of Class E Airspace less than 700 ft. above surface

Class E Airspace starts at 1200 AGL unless otherwise charted. Floor of Class E Airspace low altitude Federal Airways is 1200 ft. above surface unless otherwise indicated. Airways are directed towards/from the navaid which defines them.

- 230 — Floor of Class E Airspace in hundreds of feet above mean sea level
- 18,000 MSL — Transition Area Floor
- Control Zones, Restricted, and Warning Areas

"Item Area and Military Operations Area (MOA)" and "Alert Areas do not extend into Class A, B, C, and D airspace, or Class E airport surface areas.

- CFA – Controlled Firing Area (See FAR 91.143 for notice to National Defense Airspace)
- ADIZ – Air Defense Identification Zone
- DEWIZ – Distant Early Warning Identification Zone (See FAR 91.215(c) and 99.45)
- Terminal Radar Service Area (TRSA)
- MTR – Military Training Route

COMMUNICATION BOXES

- Name of Control Facility
- Call Sign
- Frequency
- Hours of Operation
- Remarks

Unless otherwise noted, no voice on frequency.

- Broadcast Weather
- Broadcast Advisories
- Transcribed Weather Service (TWEB)
- Flight Watch
- Flight Service Station (FSS)
- Automatic Flight Information Service (AFIS)

Where information is lacking, this information should be replaced by a dash. Lighting codes refer to runway edge lights and may not represent the highest runway edge lighting.

Maps for the Fairbanks Flight Service Station (FSS). Frequencies 121.5, 123.2 and 243.0 are available in most areas. Due to line of sight and other altitude losses, the other frequencies are limited.

Frequencies above this line are remoted to the Fairbanks FSS. Some remote communication may be available at this location. Contact Fairbanks FSS for information.

RADIO AIDS TO NAVIGATION

- VOR/DME
- VORTAC
- TACAN
- VOR/TACAN
- Other facilities, i.e., FSS Outlet, Weather, etc.
- Non-Directional Radio Beacon (NDB)
- NDB – DME

OBSTRUCTIONS

Only the tip is used.

- Above 200 ft & above 1000 ft above surface
- Below 200 ft & below 1000 ft above surface
- Obstruction with high intensity lighting
- Group Obstruction
- Wind Turbine Farm
- Elevation of the highest obstacle (including terrain) in the area. Under construction / unverified elevation unverified
- Obstruction Data

MISCELLANEOUS

- Aerial Refueling Track
- Parachute Jump Area
- Hang Glider Activity
- Ultralight Activity
- Glider Operations
- Area Navigation Route
- Space Launch Operations
- Supersonic Operations
- Supersonic Corridor (Entire Width)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Cable Crossing
- Control Tower
- Elevation of Field
- Elevation (Base of Tower)
- Runway Alignment Indicator (Arrow) — Indicates recommended route of direction of flight and elevation does not indicate a recommended clearance altitude/flight level for the route. Has terrain and man made obstacles.

DAWSON SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

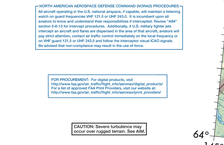
KLYNX — NORTH

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SDAW

NSN 7641014099793

NAV REF SID: SECX0DAWSON

EFF. DATE: 26078

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. Use the following procedure to plot a direct route that crosses the chart. Locate the corresponding latitude tick marks, one pair on each side of the chart and follow the steps below:

STEP 1 – Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart (not to the left or right of where your plot line crosses. (Figure 1)

STEP 2 – Decide which side of the chart has the departure point and destination point for your route of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely off the chart) and tape it in place. (Figure 2)

STEP 3 – Slide the paper sideways left or right so that a side edge of the paper aligns with the departure point (or destination point). Mark POINT A on both A or edge of the paper where it meets the MATCH LINE.

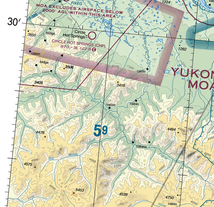
STEP 4 – Without moving the paper, on the same MATCH LINE, mark POINT B on the paper directly from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 – Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 3)

STEP 6 – Take the sheet of paper with MARK A and B and place it on the chart with POINT A on the same MATCH LINE and side edge with LINE B with POINT A on the departure point. Tape in place and draw a line from MARK A to the destination or destination point (POINT B).

STEP 7 – Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from MARK C to the edge of the chart.

STEP 8 – Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



SPECIAL USE AIRSPACE ON DAWSON SECTIONAL CHART

Unless otherwise noted altitudes are:
"AGL" or above ground level
"MSL" or altitudes based "flat and sloping."
SFC – Surface
NO ALTS – Refer to ground communicators.
Contact Flight Service for information.

† Other than by NOTAM.
‡ Other than by NOTAM. Restricted hours minutes first and last NOTAM. Other Special Use times indicates the Special Use times.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NOA NAME	ALTITUDE	TIME OF USE	CONTACT FACILITY	FREQUENCIES
BUFFALO	200 AGL TO BUT NOT INCL 3000 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.9 355.5
DELTA 3	7000 AGL	0700-2400 MON-FRI and/or TEMO	ANCHORAGE CNTR	135.97 355.5
DELTA 4	7000	0700-2400 MON-FRI and/or TEMO	ANCHORAGE CNTR	135.9 355.5
YUKON 1	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.1 255.4
YUKON 2 MOA	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.1 255.4
YUKON 3 MOA	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.1 255.4
YUKON 3A LOW	100 AGL TO BUT NOT INCL 1000 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.1 255.4
YUKON 3B	2000 AGL	BY NOTAM	ANCHORAGE CNTR	135.1 255.4
YUKON 4	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.1 341.0
YUKON 5	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.1 341.0

* Defines airspace floor of 7000, but military cannot train in it until daily 0-700 unless otherwise indicated in notam or on chart.
† Other than contact ENR 5.2(h) or this SUP, or SUP-5 Supplement.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest known elevation, including terrain and HUNDREDS of feet above mean sea level. The MEF is based on quadrangles, available from the National Geodetic Survey, Rockville, MD.

Example: 12,500 feet 125

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Consult the Chart Supplement for current MTR Military Training Routes North and South America for current routes.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol. Only the airport names and ICAO identifiers are shown.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

For weather camera information visit https://weathercams.faa.gov

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on the appropriate VHF radio. It is the duty of each pilot-in-command or pilot assists to know and understand their responsibilities if intercepted. Review "INT" section 5-4-13 for intercept procedures. Additionally, if U.S. military fighter jets approach your aircraft, remain calm and comply with the following: maneuver, will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For printed products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CONVERSION OF ELEVATIONS

FEET (Hundreds)	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30
METERS (Hundreds)	0	1	2	3	4	5	6	7	8	9						

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet
Values in feet above mean sea level
HIGHEST TERRAIN elevation is: 8957 feet
located at 64° 43'N – 132° 46'W
Spot elevation. . . . . • 4254
Approximate elevation. . . . . x 5000

Lambert Conformal Conic Projection Standard Parallels 65° 20' and 70° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Dixon Point Barrow
Dixon Point Barrow
ARCTIC NATIONAL WILDLIFE REFUGE
ARCTIC NATIONAL WILDLIFE REFUGE
ARCTIC NATIONAL WILDLIFE REFUGE
GATES OF THE ARCTIC NATIONAL PARK AND PRESERVE
GATES OF THE ARCTIC NATIONAL PARK AND PRESERVE
GATES OF THE ARCTIC NATIONAL PARK AND PRESERVE
YUKON FLATS NATIONAL WILDLIFE REFUGE
YUKON FLATS NATIONAL WILDLIFE REFUGE
YUKON FLATS NATIONAL WILDLIFE REFUGE
YUKON 5 MOA
YUKON 4 MOA
YUKON 2 MOA
YUKON 1 MOA
YUKON 3 HIGH AND YUKON 3A LOW MOAS
YUKON 3B MOA
DELTA 3 MOA
BUFFALO & DELTA 4 MOAS
MOA EXCLUDES AIRSPACE SFC TO 2000' AGL WITHIN 1NM SEPT 15
MOA EXCLUDES AIRSPACE SFC TO 2000' AGL APRIL 1-SEPT 15
MOA EXCLUDES AIRSPACE SFC TO 2000' AGL WITHIN 1NM SEPT 15
MOA EXCLUDES AIRSPACE SFC TO 2000' AGL APRIL 1-SEPT 15
MOA EXCLUDES AIRSPACE SFC TO 2000' AGL APRIL 1-SEPT 15
MOA EXCLUDES AIRSPACE SFC TO 2000' AGL APRIL 1-SEPT 15
Special Use Airspace Information Service (SUAIS) available on 123.2/126.35
See Supplement
Special Use Airspace Information Service (SUAIS) available on 123.2/126.35
See Supplement
ANCHORAGE CONTINENTAL CENTER FIR PAZA
EDMONTON FIR CZEG
ROCKY MOUNTAINS
MACKENZIE MOUNTAINS
MERTIE MOUNTAINS
OGILVIE MOUNTAINS
OGILVIE MOUNTAINS
OLD CROW MTN TACAN (YOC) 114.0 OLC
OLD CROW
Old Crow
Fort McPherson
Fort McPherson
Eagle
Eagle
EAGLE VOR/DME (EAA) 108.00 EAA
EAGLE VOR/DME (EAA) 108.00 EAA
Dawson
Dawson
Chicken
Chicken
Tetlin
Tetlin
Tanacross
Tanacross
Northway
Northway
Fairbanks
Fairbanks
Delta Junction
Delta Junction
Anchorage
Anchorage
Glennallen
Glennallen
Tok
Tok
Gulkana
Gulkana
Talkeetna
Talkeetna
Healy
Healy
Nenana
Nenana
Minto
Minto
Manley Hot Springs
Manley Hot Springs
Tanana
Tanana
Ruby
Ruby
Galena
Galena
Nulato
Nulato
Kaltag
Kaltag
Unalakleet
Unalakleet
Shaktoolik
Shaktoolik
Koyukuk
Koyukuk
Nunam Iqua
Nunam Iqua
Mountain Village
Mountain Village
Scammon Bay
Scammon Bay
Hooper Bay
Hooper Bay
Chevak
Chevak
Marshall
Marshall
Emmonak
Emmonak
Alakanuk
Alakanuk
Kotlik
Kotlik
Stebbins
Stebbins
St. Michael
St. Michael
Russian Mission
Russian Mission
Aniak
Aniak
Crooked Creek
Crooked Creek
Red Devil
Red Devil
Sleetmute
Sleetmute
Stony River
Stony River
Lime Village
Lime Village
McGrath
McGrath
Takotna
Takotna
Ophir
Ophir
Medfra
Medfra
Farewell
Farewell
Nikolai
Nikolai
Telida
Telida
Lake Minchumina
Lake Minchumina
Cantwell
Cantwell
Healy
Healy
Clear
Clear